SAN FRANCISCO PUBLIC LIBRARY
3 1223 06460 2734

TY AND COUNTY OF SAN FRANCISCO
PARTMENT OF CITY PLANNING

UBDIVISION AND REZONING
F VACANT LOT ON 2200 BLOCK
F FUNSTON AVENUE
RAFT ENVIRONMENTAL IMPACT REPORT

49E

DOCUMENTS DEPT.
SEP 14 1987
SAN FRANCISCO
PUBLIC LIBRARY

T EIR PUBLICATION DATE: SEPTEMBER 11, 1987
T EIR PUBLIC HEARING DATE: OCTOBER 15, 1987
T EIR PUBLIC COMMENT PERIOD: SEPTEMBER 11, 1987 TO OCTOBER 15, 1987

TEN COMMENTS SHOULD BE SENT TO
ENVIRONMENTAL REVIEW OFFICER
cALLISTER STREET, SAN FRANCISCO, CA 94102

D
REF
711.4097
Sa52twe

SAN FRANCISCO PUBLIC LIBRARY
3 1223 06460 2734

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

SUBDIVISION AND REZONING OF VACANT LOT ON 2200 BLOCK OF FUNSTON AVENUE

DRAFT ENVIRONMENTAL IMPACT REPORT

86.149E

DOCUMENTS DEPT.
SEP 14 1987
SAN FRANCISCO
PUBLIC LIBRARY

DRAFT EIR PUBLICATION DATE: SEPTEMBER 11, 1987
DRAFT EIR PUBLIC HEARING DATE: OCTOBER 15, 1987
DRAFT EIR PUBLIC COMMENT PERIOD: SEPTEMBER 11, 1987 TO OCTOBER 15, 1987

WRITTEN COMMENTS SHOULD BE SENT TO
THE ENVIRONMENTAL REVIEW OFFICER
450 McALLISTER STREET, SAN FRANCISCO, CA 94102

L12

San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK

Not to be taken from the Library

City and County of San Francisco
Department of City Planning

450 McAllister Street
San Francisco, CA 94102

ADMINISTRATION
(415) 558-6414 / 558-6411
CITY PLANNING COMMISSION
(415) 558-6414
PLANS AND PROGRAMS
(415) 558-6264
IMPLEMENTATION / ZONING
(415) 558-6377

DATE: September 11, 1987

TO: Distribution List for the Proposed Subdivision and Rezoning Project of Vacant Lot on 2200 Block of Funston Avenue

FROM: Barbara W. Sahm, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the Subdivision and Rezoning Proposal of Vacant Lot on 2200 Block of Funston Avenue

This is the Draft of the Environmental Impact Report for the Subdivision and Rezoning Proposal of Vacant Lot on 2200 Block of Funston Avenue. A public hearing will be held on the adequacy and accuracy of this document on October 15, 1987. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you want a copy of the Final EIR, please so indicate in the space provided on the next page and mail the request to the Office of Environmental Review within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

PLACE POSTAGE HERE

Department of City Planning
Office of Environmental Review
450 McAllister Street, 6th Floor
San Francisco, CA 94102

Attn.: Mr. Ivan Christie, EIR Coordinator
86.149E Subdivision and Rezoning of
Vacant Lot on 2200 Block of Funston Avenue

PLEASE CUT ALONG DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Department of City Planning,
Office of Envirmental Review

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below

3 1223 06460 2734

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

SUBDIVISION AND REZONING OF VACANT LOT ON 2200 BLOCK OF FUNSTON AVENUE

DRAFT ENVIRONMENTAL IMPACT REPORT

86.149E

DRAFT EIR PUBLICATION DATE: SEPTEMBER 11, 1987
DRAFT EIR PUBLIC HEARING DATE: OCTOBER 15, 1987
DRAFT EIR PUBLIC COMMENT PERIOD: SEPTEMBER 11, 1987 TO OCTOBER 15, 1987

WRITTEN COMMENTS SHOULD BE SENT TO
THE ENVIRONMENTAL REVIEW OFFICER
450 McALLISTER STREET, SAN FRANCISCO, CA 94102

Digitized by the Internet Archive
in 2012 with funding from
California State Library Califa/LSTA Grant

http://archive.org/details/subdivisionrezon1987sanf

TABLE OF CONTENTS

		Page
I.	SUMMARY	1
II.	PROJECT DESCRIPTION	7
	A. Project Sponsor's Objectives	7
	B. Project Location	7
	C. Project Characteristics	9
	D. Project Schedule, Cost and Approval Requirements	11
III.	ENVIRONMENTAL SETTING	12
	A. Transportation, Circulation and Parking	12
	B. Geology	13
IV.	ENVIRONMENTAL IMPACTS	15
	A. Transportation, Circulation and Parking	15
	B. Geology	17
	C. Energy	19
V.	MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT	24
VI.	SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED	27
VII.	THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY	28
VIII.	SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED	29
IX.	ALTERNATIVES TO THE PROPOSED PROJECT	30
	A. Alternative A: No Project	30
	B. Alternative B: Reduced Density; No Roadway	30
	C. Alternative C: Maximum Allowable Density Under RH-1 Zoning	32
X.	DISTRIBUTION LIST	33
XI.	APPENDICES	
	A. Initial Study	A-1

TABLE OF CONTENTS (continued)

Page

XII. EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED

LIST OF FIGURES

1. Project Location 8

2. Site Plan 10

3. Views of Site 14

4. Electrical Distribution Curves 21

5. Natural Gas Distribution Curves 22

I. SUMMARY

A. PROJECT DESCRIPTION

The proposed project is the zoning reclassification of the 2200 block of Funston Avenue, Lot 27 in Assessor's Block 2336, from a P (Public Use) District to an RH-1 (House, One-Family) District. Should the zoning reclassification be approved, the project sponsor, Hong Kong Metro Realty Company, proposes to subdivide the 2.65-acre parcel into 33 individual lots for future construction of 33 single-family homes (the project sponsor does not intend to construct the homes but intends to sell the lots). The project site is located east of 14th Avenue where Funston and San Marcos Avenues dead end, and was previously owned by the San Francisco Unified School District. The project site occupies the face of a steep hill and borders Herbert Hoover Junior High School. The site is in a primarily residential area. The proposal would include construction of a new roadway to connect Funston Avenue with San Marcos Avenue.

The 33 lots would have frontages ranging from 25 ft. to 64 ft. wide. Four lots would front Rivera Street with the remaining lots fronting the proposed roadway. Development of each lot would be subject to City Planning Code requirements for single-family houses; the height limit within RH-1 districts is 35 ft.

Project construction is expected to take three months (development of the roadway) and would cost about $630,000. Rezoning the site would require City Planning Commission and Board of Supervisors approval. The proposed subdivision would require Department of Public Works approval and future construction of individual houses would require various administrative and building permits.

B. ENVIRONMENTAL EFFECTS

TRANSPORTATION

Construction impacts associated with the project would consist of additional truck traffic and construction worker vehicles during the three-month construction period.

Additional traffic impacts would result during the development of the individual lots. After construction of 33 single family homes, the site would generate about 330 daily person-trip-ends (pte) and about 33 pte during the p.m. peak hour. These pte would increase both transit and Muni usage. The construction of 33 single-family homes on the site would add about 50 vehicles to the project area and would create a demand for about nine visitor (on-street) parking spaces. On-street and off-street parking provided by the project would accommodate 53 of these 59 spaces. Neither the increase in traffic nor the demand for parking associated with 33 single-family residential homes would have a noticeable effect on the environment. Occupants of 33 single-family homes would create a negligible (less than one percent) increase in transit ridership. Cumulative development in the project vicinity would result in a minimal (less than one percent) increase in traffic and Muni ridership.

GEOLOGIC CONSIDERATIONS

The site consists of dry, loose near-surface sand which has a tendency to move downslope to a flattened and relatively more stable slope inclination. This downslope movement could be controlled by reducing the steepness of the slope. Road construction and development of some individual lots would involve cut and fill and construction of retaining walls. Drilled pier foundations would be required to provide foundation support for a portion of the homes that would be constructed on the site. Site drainage to collect and control surface runoff would be necessary. A geotechnical study has been prepared for the project; the project sponsor would follow the recommendations of the report. The Bureau of Building Inspection would review the geotechnical report and could require further soils analyses prior to issuance of any permits for development of the project.

ENERGY

Roadway construction and grading of the site would likely require a substantial (but unknown) amount of energy. Subsequent construction of 33 homes would require about 58 billion Btu of gasoline, diesel fuel, natural gas and electricity.

Thirty-three homes on the project site would consume about 5.1 billion Btu of electricity and natural gas annually. Project-generated vehicle trips would use about 3.6 billion Btu of gasoline annually.

New buidings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

C. MITIGATION MEASURES

MEASURES PROPOSED AS PART OF THE PROJECT

Major measures identified that would mitigate potentially significant environmental effects include the following:

- All work would be carried out under the observation and testing of geotechnical engineering staff.

- During grading for construction of the roadway (and later during construction of individual homes), slopes would be maintained at an inclination not steeper than 2:1 (horizontal to vertical) in sand and compacted fill and 1.5:1 in bedrock.

- Lined drainage ditches directing surface runoff to nearby storm drainage systems would remove water from slopes and structures.

- Construction of the new roadway, any retaining walls (and later construction of individual homes) would meet all the seismic safety requirements of the San Francisco Bureau of Building Inspection and the Community Safety Element of the San Francisco Master Plan. The project sponsor would retain a soils engineer to prepare a geotechnical report to submit to the Bureau of Building Inspection and to the Bureau of Engineering. Before issuing any permits for street construction, the Bureau of Engineering would review the soils report, a site survey and the project engineer's plans. The project sponsor would follow the recommendations of these reports and Bureau of Engineering recommendations. Subsequent purchasers of individual lots would need building permits from the Bureau of Building Inspection. The Bureau would review the designs of individual building footings for consistency

with the project sponsor's soils report. The Bureau would inspect the foundations of each building to ensure that recommendations had been implemented.

MEASURES WHICH COULD BE IMPLEMENTED BY PUBLIC AGENCY

- Each of the lanes of the split-level San Marcos Avenue, just east of the project site, could be designated "one-way" to prevent vehicle conflicts. Turn-arounds could be maintained to accommodate residents and visitors of houses along this portion of San Marcos Avenue.

- Contingent upon an analysis of sight distances and other safety factors, the Department of Public Works could install a stop sign for Funston Avenue traffic at the corner with Quintara Street.

- Although both the Bureau of Engineering and the Bureau of Building Inspection would send inspectors to the site to spot-check construction of the street and subsequent buildings, respectively, each agency could require the project sponsor to hire a "special inspector." The "special inspector" would be licensed and come from one of the City's approved special inspection agencies. The "special inspector" would then remain on the construction site full-time, as an agent of the City, to oversee any sensitive tasks, such as roadway sub-base preparation or construction of building foundations.

D. ALTERNATIVES TO THE PROPOSED PROJECT

ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the project. The zoning of the project site would remain within its present P (Public Use) classification, there would be no roadway built connecting Funston Avenue and San Marcos Avenue, and there would be no subdivision or subsequent construction of 33 individual single-family homes.

This alternative would allow the site to remain vacant for other potential uses in the future.

ALTERNATIVE B: REDUCED DENSITY; NO ROADWAY

Alternative B would be about two-thirds the size of the proposed project; it would include the zoning reclassification of the site from P to RH-1-D (House, One-Family Detached) rather than RH-1, and a subdivision for 22 individual lots instead of 33 lots. Alternative B would not include construction of a new roadway to connect Funston and San Marcos Avenues; rather a small cul-de-sac would be constructed at the dead ends of both Funston and San Marcos Avenues. Twelve lots would front the existing San Marcos Avenue; five of these lots would radiate out from the cul-de-sac. Ten individual lots would front the intersection of the existing Rivera Street and Funston Avenue; four of these lots would front the new cul-de-sac at the corner of Funston Avenue and Rivera Street.

Under Alternative B, 22 single-family homes could be constructed on the site which would generate about 220 daily person-trip-ends (pte) and about 22 pte during the p.m. peak hour. As with the proposed project, these pte would increase both transit and Muni usage. As with the project, these increases would not cause a significant impact relative to the existing low traffic volumes of the area. Alternative B could result in an additional 33 new vehicles to the project area and create a demand for about six visitor (on-street) parking spaces. On-street and off-street parking provided by this alternative would accommodate 31 of these 39 spaces.

Since Alternative B would not include construction of a new roadway, construction-related traffic impacts would be limited to those associated with construction of the two cul-de-sacs, which would be less than the proposed project. However, San Marcos Avenue would experience an increase in construction traffic that would be greater under this alternative than with the proposed project, since construction vehicles would not be able to access the eastern part of the site from Funston Avenue.

As with the proposed project, subdivision of the site under Alternative B would involve mitigation of potential geologic impacts. Development of the individual lots would require the same construction techniques (i.e., retaining walls and drilled pier foundations) as for the proposed project. However, since no road would be constructed through the site, there would be less geologic disturbance to the site.

ALTERNATIVE C: MAXIMUM ALLOWABLE DENSITY UNDER RH-1 ZONING

Rezoning of the site to RH-1 would allow for a maximum of approximately 46 dwelling units on the site. However, due to the site's steep terrain and the necessity of construction of a roadway through the site and other improvements, the maximum number of dwelling units would be approximately 40. Alternative C considers ultimate development of 40 individual lots, the maximum feasible under the RH-1 zoning.

Geologic considerations for Alternative C would be the same as for the proposed project. However, since seven more units would be constructed, more of the site's slope would be disturbed than with the project. A new roadway would have to be constructed to accommodate 40 units on the project site. Under Alternative C, up to 40 single-family homes could be developed on the site which could generate about 400 daily person-trip-ends (pte) and about 40 pte during the p.m. peak hour. Alternative C could result in an additional 60 new vehicles in the project area. This would constitute an average of less than one vehicle per minute on area streets and would not substantially alter the existing low volumes on those streets. Impacts on parking and transit in the area would be similar to the project and would not be substantial.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVE

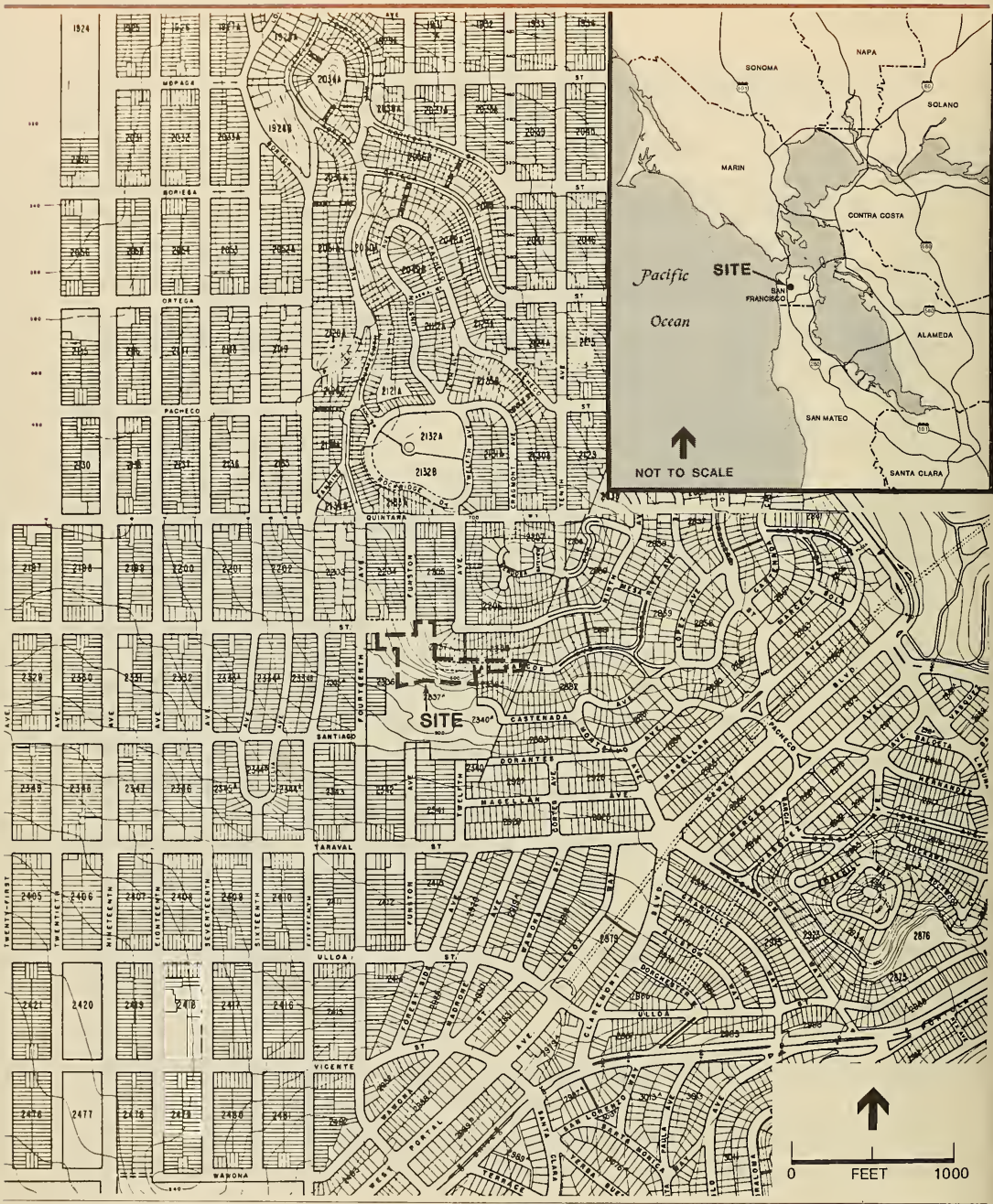
Hong Kong Metro Realty Company proposes to subdivide a 2.65-acre parcel in San Francisco, California into 33 individual lots for the future construction of 33 single-family homes. The project sponsor's objectives are to increase the supply of housing in San Francisco and provide a return on his investment.

B. PROJECT LOCATION

The project site is located in the Sunset Heights area of the City and County of San Francisco on Lot 27 of Assessor's Block 2336. The site is east of 14th Avenue, between the two dead end portions of Funston and San Marcos Avenues (see Figure 1 p. 8). The Forest Hill neighborhood is adjacent to the site to the east.

The site was acquired by the project sponsor from the San Francisco Unified School District in 1982. It is currently vacant and is zoned P (Public Use). Formerly part of the Herbert Hoover Junior High School, the 2.65-acre parcel is irregular in shape and occupies the southern face of a steep hill (slopes are inclined at about 1.5:1 to 2:1-horizontal to vertical). The northwest corner of the parcel borders the dead-end sections of Funston Avenue and Rivera Street. To the south, the parcel borders the playground of the Herbert Hoover Junior High School. The southeast corner of the property extends to the dead-end section of San Marcos Avenue. Chain-link fencing currently crosses the site. Two concrete retaining walls ranging in height from about five ft. to about 25 ft. run in an east-west direction through the southern portion of the parcel. Panoramic views from the site include the southeast portion of the City, the Pacific Ocean, and areas in the Marin Headlands.

With the exception of the Herbert Hoover Junior High School immediately south of the site, the surrounding area is primarily residential in nature, and contains a mixture of one- and two-story single-family dwellings over garages within RH-1 (House, One-Family) and RH-1-D (House, One-Family Detached) districts, east, south and west of



SOURCE: S. F. DEPARTMENT OF CITY PLANNING AND ESA

FIGURE 1
PROJECT LOCATION

the site. Immediately north of the site are two- to four-story single-family and multi-family residences within an RH-1 district. Sunset Heights Park lies approximately one-half mile to the north of the site, just beyond Quintara Street. Other proposed development in the project vicinity includes a vacant parcel which has been subdivided into ten lots for single family homes. This subdivided site lies north of the project site at the corner of 14th Avenue and Quintara Street (Department File No. 85. 136ESZ).

C. PROJECT CHARACTERISTICS

The proposal is the zoning reclassification of Lot 27 in Assessor's Block 2336 from a P (Public Use) District to an RH-1 (House, One-Family) District, and the subsequent subdivision of the parcel into 33 lots. The project would include the construction of a roadway on the parcel to connect Funston and San Marcos Avenues (both existing streets), which would allow access to the 33 proposed lots. A preliminary subdivision plan is shown on Figure 2, p. 10. Up to 33 single-family homes could be constructed on the 33 new lots. According to the project sponsor, each of the lots would be sold and developed separately by purchasers, who may choose to build on their lot immediately or wait until a later date.

The proposed subdivision included in the project would result in 33 lots of varying areas, with frontages ranging from 25 ft. to 64 ft. Four lots would front the south side of Rivera Street on the westernmost portion of the site, with the remaining lots fronting the proposed street extension. Each lot would meet the City Planning Code requirement for a minimum lot size of 2,500 sq. ft. The creation of irregularly shaped lots may need to be justified by the request of a variance from the Zoning Administrator. The eventual development of individual parcels by subsequent purchasers would conform with City Planning Code requirements for front and rear setbacks, parking and building height. The area presently has a height limit of 40 ft. Under RH-1 zoning the height limit of the site would be 35 ft., 30 ft. at the front of the property.

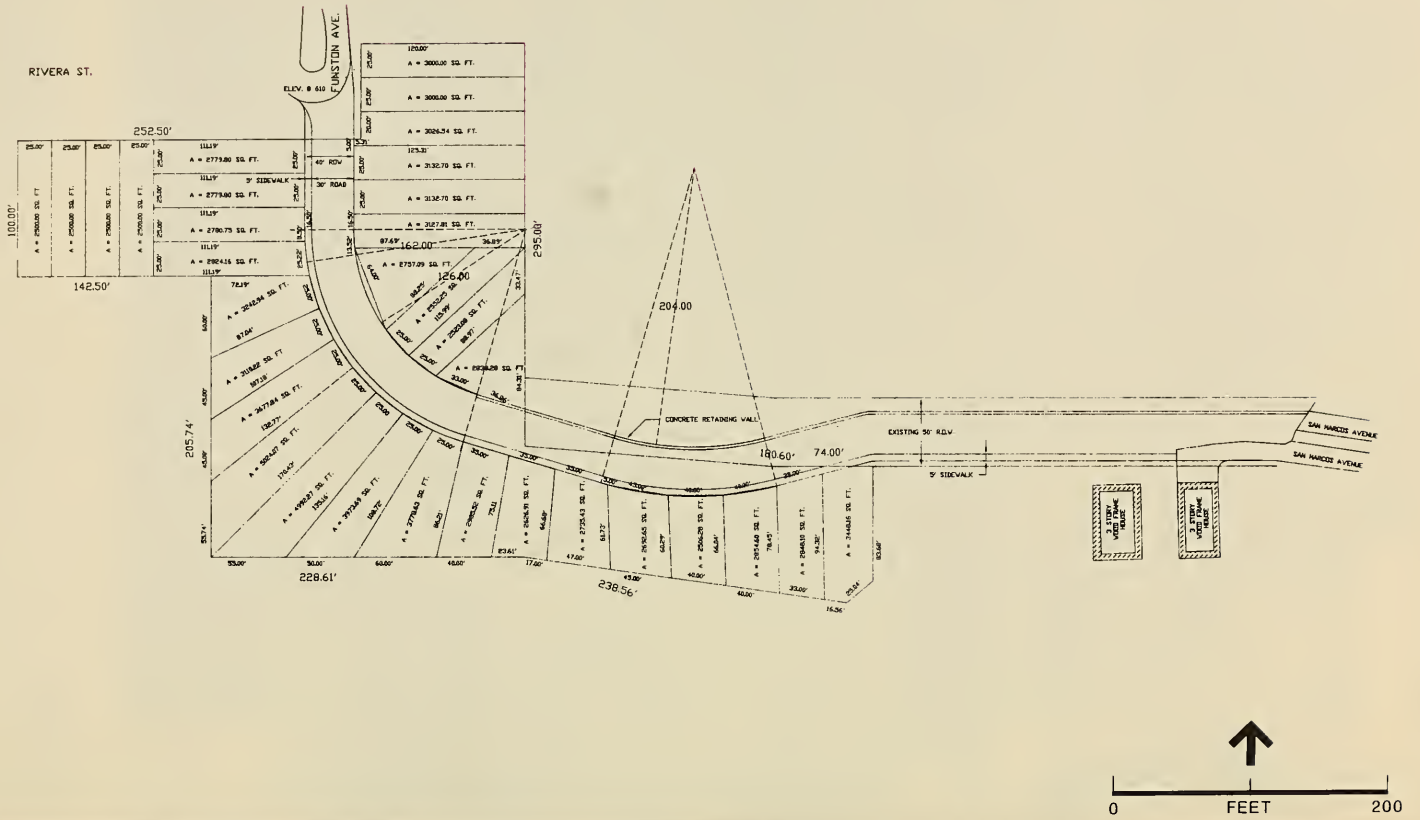


FIGURE 2
PRELIMINARY SUBDIVISION PLAN

SOURCE: HONG KONG METRO REALTY CO.

D. PROJECT SCHEDULE COST AND APPROVAL REQUIREMENTS

The project sponsor expects environmental review and project review to be completed in the fall of 1987. The proposed street extension would take three months to construct. The total project cost is estimated to be $630,000./1/

Following a public hearing before the City Planning Commission on the Draft EIR, responses to written and oral comments will be prepared. The EIR will be revised as appropriate and presented to the City Planning Commission for certification. No permits may be issued before the Final EIR is certified.

The zoning reclassification would require approval from the City Planning Commission and the Board of Supervisors. The subdivision would require approval from the Department of Public Works, and irregularly shaped lots may require a variance from the Zoning Administrator. Construction of individual houses would require building permits and possibly additional authorizations.

NOTE - Project Description

/1/ Dr. Jun Lee, Hong Kong Metro Realty Co., telephone conversation, April 27, 1987.

III. ENVIRONMENTAL SETTING

A. TRANSPORTATION, CIRCULATION AND PARKING

The project site is served by local streets which are mostly two lanes with parking on both sides of the streets. Due to the topography of the area, many local streets, such as that part of Funston Avenue with an almost 30% slope, contain steep grades. Streets within Forest Hill are typically narrower than standard city street widths, and, as a result, traffic in the area moves more slowly than on typical city streets. San Marcos Avenue, for example, is a split-level street with a garden median. Each level of the street has room for two cars to pass; however, the outside lane of each level contains parked cars. Despite this, each level of San Marcos Avenue nearest the site appears to operate as a two-way street as there are no one-way designations for the separate levels. Minor vehicle conflicts can occur when opposing vehicles approach each other on this portion of the street. Streets in the vicinity of the site generally have light traffic because of their residential nature and because they are not major thoroughfares; eight of the eleven streets around the site are not through streets. In the surrounding area, 19th Avenue is designated a Major Thoroughfare and carries north-south traffic; Taraval Street and Dewey Boulevard are designated Secondary Thoroughfares and carry east-west traffic.

The site is served by the San Francisco Municipal Railway (Muni) 6-Parnassus trolley coach line, which operates on Quintara Street one block north of the site and provides service to the downtown area; it also connects with other local routes. The West Portal and Forest Hill Metro stations are located four to five blocks south and east of the site, respectively. Parking is permitted in the vicinity of the site with some two-hour restrictions for street cleaning on certain days of the week. Because street widths are narrow on both levels of San Marcos, many vehicles park on the sidewalk even though parking is permitted on the street.

B. GEOLOGY/1/

The site slopes downward in a westerly and southerly direction from an elevation of 690 ft. to 540 ft. Slopes range from 25% to 40%. The site is covered with an overlying layer of dune sand, with vegetation consisting of ice plant, grasses, weeds, wild flowers and scattered brush and trees. Two concrete retaining walls ranging in height from five to 25 ft. run in an east-west direction through the southern portion of the parcel (see Figure 3, p. 14).

The site is underlain by Franciscan Chert bedrock, which is exposed in one outcrop area near the southern portion of the site. Bedrock is overlain by dune sand. On portions of the site that are not vegetated, the near-surface dry, loose dune sand tends to move downslope to a flattened and relatively more stable slope inclination. The site is in an area which has been designated as a Special Geologic Study Area in the Community Safety Element of the San Francisco Master Plan because of the possibility of landslide activity. Steeper sections of the site reveal evidence of past erosion.

The closest active faults to San Francisco are the San Andreas fault, about four miles southwest of the site, and the Hayward and Calaveras faults, about 14 and 26 miles northeast of the site, respectively. The project area is expected to experience groundshaking level of E (weak ground shaking) during a major earthquake./2/ High magnitude earthquakes could potentially trigger landslides and rockfalls./2/ The site is not within an area of liquefaction or subsidence./2/

NOTES - Geology

/1/ A detailed Geotechnical Report has been prepared for the site by Trans Pacific Geotechnical Consultants, Inc. This report is on file and available for review at the San Francisco Department of City Planning, Office of Environmental Review, 450 McAllister Street, San Francisco.

/2/ URS/John A. Blume and Associates, Engineers San Francisco Seismic Safety Investigation, June 1987. Estimated intensity of future groundshaking in San Francisco is categorized into five levels, A (very violent) to E (weak).

VIEW FROM THE SITE LOOKING WEST TOWARDS RIVERA STREET

VIEW OF THE SITE LOOKING NORTH FROM HERBERT HOOVER JR. HIGH SCHOOL

FIGURE 3
VIEWS OF SITE

SOURCE: ESA

IV. ENVIRONMENTAL IMPACTS

An environmental evaluation application for the proposed project was filed by the project sponsor to the Department of City Planning on March 18, 1986. A Preliminary Negative Declaration was published by the Department of City Planning on January 9, 1987 (see Appendix A). On January 20, 1987, an appeal to the City Planning Commission of the decision to issue a Preliminary Negative Declaration was filed by the Forest Hill Association. After considering the points raised by the appellant, the City Planning Commission on March 19, 1987, found that an Environmental Impact Report was required, focusing on the project's potential geological and transportation impacts on the environment. Hence, this EIR specifically addresses these two issues, along with an analysis of the projected energy use associated with the project per the requirements of Chapter 31 of the San Francisco Administrative Code.

A. TRANSPORTATION, CIRCULATION AND PARKING

CONSTRUCTION

Transportation impacts associated with the estimated three-month construction period of the new roadway would consist of truck and other construction-related vehicle traffic on local streets. Trucks would enter the site from Funston Avenue. As Funston Avenue has low traffic volumes, there would be few impacts and delays to existing traffic. Additional construction impacts would occur in the future as individual lots are developed and houses built.

PROJECT OPERATION

After construction of 33 individual houses on the site, the site would generate about 330 daily person-trip-ends (pte) and about 33 pte during the p.m. peak hour./1/ Person-trip-ends are one-way trips made to or from the site by any form or mode (i.e., walking, Muni, driving). Thus, these pte would result in an increase in both traffic and Muni usage.

The project could result in an increase of a maximum of 33 vehicle trip ends during the p.m. peak hour, if all of the p.m. peak hour pte are made in private automobiles. These trips would be expected to be distributed proportionally to San Marcos Avenue, Funston Avenue and Rivera Street. Direct increases in traffic generated by development of the project site would not in itself cause a noticeable impact relative to the existing traffic volumes on these streets and their capacities. Construction of a new roadway through the project site which would connect Funston Avenue with San Marcos Avenue may attract additional vehicles which presently are dispersed on various project area streets. The connection of Funston to San Marcos would create a shortcut via San Marcos, Dorantes and Pacheco to Dewey Boulevard. It is impossible to accurately estimate the magnitude of non-project vehicles which may be attracted to this shortcut route. Additional traffic could increase the potential for vehicle conflicts associated with the neighborhood's 16-foot-wide, two-way curving streets and the split-level design of San Marcos Avenue. (The San Marcos extension through the site would not be split-level.) To a lesser extent, the San Marcos-Funston connection may increase the potential for conflicts with Quintara Avenue vehicles, including MUNI 6-Parnassus trolley coaches, at the intersection with Funston. Contingent upon an analysis of sight distances and other safety factors, installation of a stop sign for Funston traffic at Quintara may be appropriate as a mitigation measure.

The project would result in a negligible (less than one percent) increase in transit ridership on the Muni 6-Parnassus line.

Based on automobile ownership characteristics in the 1980 U.S. Census for Census Tract 304 (the tract the project is located in), residents of the 33 units would own about 50 vehicles. Additional parking demand would be generated by visitors. Assuming a visitor demand of one space for every four units, this would add a demand for about nine spaces, for a total parking demand of about 59 parking spaces. Each of the houses would provide at least one off-street parking space, conforming to City Planning Code requirements, and the project roadway would create new on-street parking for about 20 additional vehicles, for a total of at least 53 parking spaces; therefore, additional parking demand due to the project is anticipated to be largely accommodated by the project itself.

Cumulative development in the vicinity of the site consists of a vacant parcel at the corner of 14th Avenue and Quintara Street, which has been subdivided into ten lots for single family homes (85.136ESZ). This development would generate a total of 100 daily pte and ten p.m. peak-hour pte. Cumulative impacts resulting from the project and this development at 14th Avenue and Quintara Street would result in a minimal increase (less than one percent) in traffic and Muni ridership.

NOTE - Transportation, Circulation and Parking

/1/ Trip generation is based on rates for "Single-Family Detached Housing" in Trip Generation, An Information Report, Institute of Transportation Engineers, 1983. Single-family detached housing generates ten weekday pte and one p.m. peak hour pte per unit, the highest generator of all residential uses.

B. GEOLOGY

A geotechnical report has been prepared for the proposed site and is available for public inspection at the Department of City Planning, Office of Environmental Review, 450 McAllister Street./1/ The report discusses geologic conditions of the site and indicates construction recommendations. At this time, there are no architectural plans for individual homes and therefore review of potential geologic impacts associated with the project is limited to impacts associated with the proposed lot subdivision and roadway construction. The conclusions from the report are summarized below:

According to the report, geotechnical considerations on the site include the dry, loose nature of the near-surface dune sand and its susceptibility to down-slope "sloughing"-type movements (the tendency of fine-grained sand to move downslope to a flattened and relatively more stable slope inclination of about 2:1 (horizontal to vertical)). This downslope "sloughing" depends on the steepness of the slope, the amount of fines in the sand, the moisture content of the sand and the amount of ground cover. The report notes that slough-type surficial sand movement was observed on the southwest portion of the site, immediately upslope and southeast of Funston Avenue, an area that does not contain any type of ground cover and is one of the steeper sections of the site. This loose, near-surface sand appears to extend to depths of about five feet below the existing ground surface throughout the site and would not, according to the report, provide adequate foundation support for the proposed structures in its present condition.

The report concludes, however, that the proposed project could be built on the site upon implementation of several recommendations. The report indicates that the slough-type movement could be minimized by various provisions, including maintaining a relatively gentle gradient in any cut or fill slope, controlling surface runoff and vegetating the slopes. Any construction on the site is recommended to be on slopes that are no steeper than 2:1; therefore, the project would require grading on those parts of the site that have a slope inclination greater than 2:1. Retaining walls would be required for construction of the roadway as well as for some of the future proposed dwellings. Drilled pier foundations would be required to provide satisfactory foundation support for most of the homes that could be built on the 33 proposed lots. According to the authors of the report, that part of the site proposed to contain lots fronting Rivera Street would be the most difficult part of the site to develop.

During strong seismic shaking, localized sloughing could occur on the steeper portions of the site. Cut and fill slopes may experience erosion during the rainy season, and should be planted with erosion-resistant vegetation or otherwise protected as soon as possible following construction. The project would include a drainage system that would collect and control runoff.

The project sponsor would follow the recommendations of the soils report prepared for the project. The Bureau of Building Inspection and the Bureau of Engineering would review the soils report and may require further soils analyses or other geotechnical studies. The project must meet current seismic engineering standards of the San Francisco Building Code which include earthquake-resistant design and materials. The Code is designed to allow for some structural damage to buildings but not collapse during a major earthquake. Review of the detailed soils construction activity on-site by the Bureau of Engineering (road construction) and by the Bureau of Building Inspection (subsequent residential construction) would ensure that the project is constructed in a safe manner.

NOTE - Geology

/1/ Report Geotechnical Investigation Proposed Housing Development San Francisco, California For Hong Kong Metro Realty Company, Inc., prepared by Trans Pacific Geotechnical Consultants, Inc. This report is on file and available for review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, San Francisco, California.

C. ENERGY

The site is currently open space. Minimal or no energy is currently consumed on the site.

Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 58 billion Btu of gasoline, diesel fuel, natural gas, and electricity./1,2/ Distributed over the estimated 50-year life of the project, this would be about three billion Btu per year, or about 60% of building energy requirements. Some additional but unknown amount of energy would be necessary for grading of the site, and for roadway construction.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 1, p. 20, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 52 kW, an estimated 0.0003% of PG&E's peak load of 16,000 MW./3/ Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be about 13,200 cu. ft. per day, or about 0.004% of PG&E's peak load of about 3.3 million cu. ft. per day./3/ Annual and peak daily electricity and natural gas consumption are shown in Figures 4 and 5, pp. 21 and 22.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

Project-related transportation would cause additional, off-site energy consumption. Annual project-related trips (about 120,000 auto vehicle trip ends [vte]) would require about 25,900 gallons of gasoline annually./4/ This figure was calculated based on data contained in the Downtown Plan EIR. The total annual transportation energy demand, converted with at-source factors to a common thermal energy unit, would be about

TABLE 1: ESTIMATED PROJECT ENERGY USE/a,e/

Daily Natural Gas Consumption/b/	
Estimated natural gas consumption per single-family home	294 thousand Btu/c/
Estimated total natural gas consumption	96.9 Therms
Monthly Electric Consumption/b/	
Estimated electrical consumption per single-family home	382 kWh (3.9 million Btu)/d/
Estimated total electrical consumption	12,600 kWh (129 million Btu)
Annual Consumption	
Estimated total annual natural gas consumption	35,400 Therms (3.54 billion Btu)
Estimated total annual electrical consumption	151 thousand kWh (1.55 billion Btu)
Estimated total annual energy consumption	5.09 billion Btu (909 barrels of oil)

/a/ Energy use is based on actual consumption data for single-family residences in San Francisco in 1977, 1978 and 1979. New homes conforming with Title 24 limits will likely consume less. See footnote /b/.

/b/ Electricity and natural gas consumption was based on an average of three years (1977, 1978 and 1979) of consumption data for individually metered single-family residences in San Francisco, from: San Francisco Department of City Planning, November 1980, Energy Supply and Consumption Patterns: Trends and Prospects, 1975-1985 (A Report Containing Background Information for the Energy Element of the Comprehensive Plan of the City and County of San Francisco).

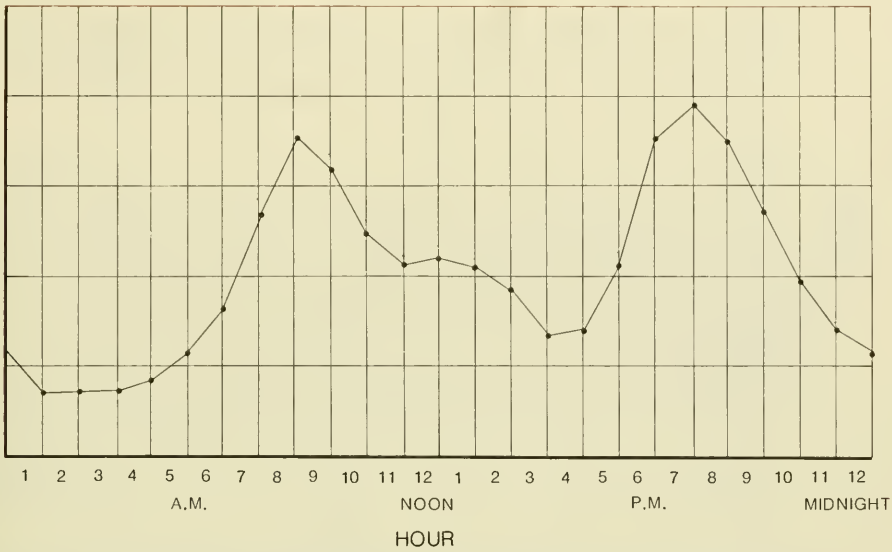
/c/ Btu (British thermal unit): a standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water 1 degree Fahrenheit (251.97 calories) at sea level.

/d/ Energy Conversion Factors:

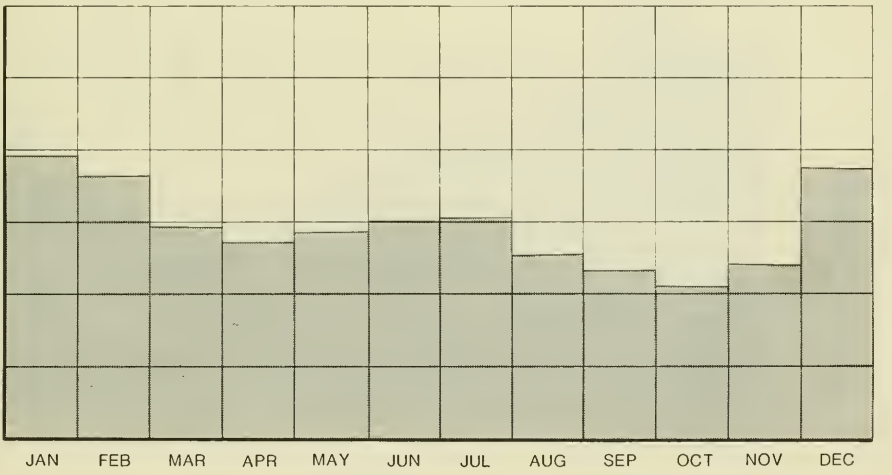
one gallon gasoline	=	125,000 BTU
one kilowatt (kW)	=	10,239 BTU
one therm	=	100,000 BTU
one barrel oil	=	5,600,000 BTU

/e/ Monthly and annual figures may not match due to rounding to three significant digits.

SOURCE: Environmental Science Associates, Inc., and Department of City Planning



PEAK DAY ELECTRICAL LOAD DISTRIBUTION (JANUARY)



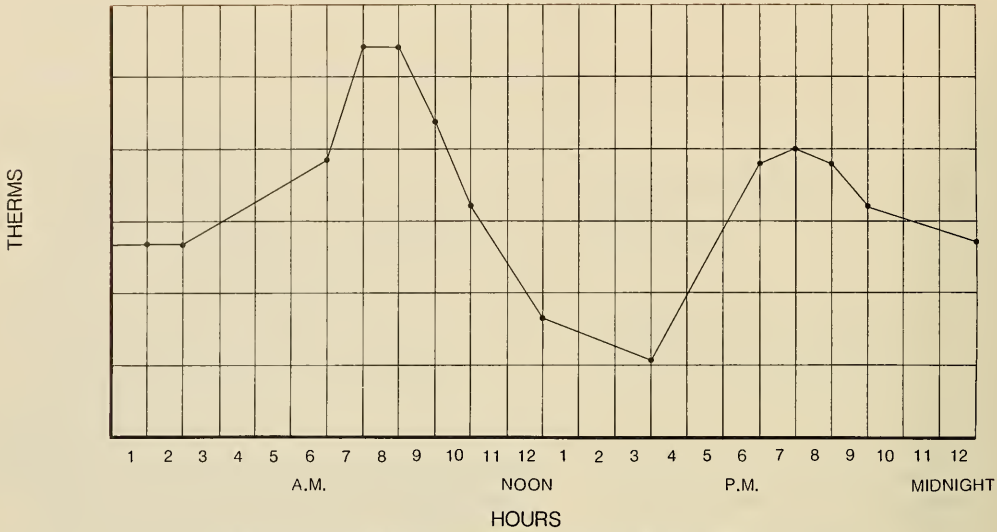
ANNUAL ELECTRICAL CONSUMPTION

FIGURE 4

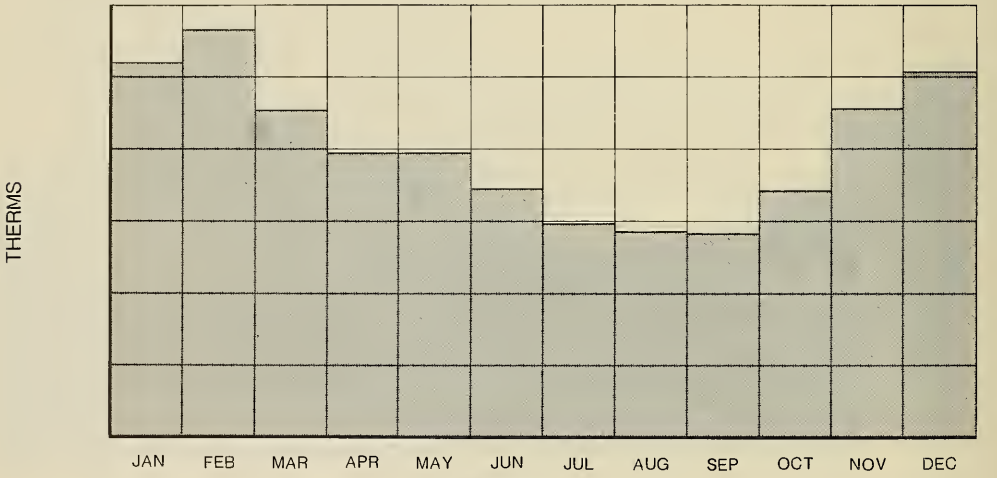
2200 BLOCK OF FUNSTON AVENUE

PROJECTED ELECTRICAL DISTRIBUTION CURVES

SOURCE: ESA



PEAK DAY HOURLY DEMAND FOR NATURAL GAS (FEBRUARY)



ANNUAL NATURAL GAS CONSUMPTION

FIGURE 5

2200 BLOCK OF FUNSTON AVENUE
NATURAL GAS DISTRIBUTION CURVES

SOURCE: ESA

3.6 billion Btu, the energy equivalent of 647 barrels of oil. This projected use is based upon the mix of highway vehicles in California in 1987. Vehicle fuel use is expected to decrease as the vehicle fleet becomes more efficient and fuel more expensive.

NOTES - Energy

/1/ The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level; all references to Btu in this EIR are at-source values. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977, Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J. A., W. R. Shoemaker, and E. C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.

/2/ Hannon, B., et al., 1978, "Energy and Labor in the Construction Sector," Science 202:837-847.

/3/ Peak demand was estimated from average consumption factors as follows: peak electrical demand was assumed to be about three times average demand; peak natural gas demand was assumed to be about 1.5 times the average daily consumption. PG&E peak demand is from San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR), EE81.3, certified October 18, 1984, Vol. 1, pp. IV.G.3-4. (Note: one cu. ft = 1,100 Btu)

/4/ It was assumed, for a worst-case analysis, that all 330 daily person trip ends generated by the project would be vehicle trip ends (with only one person per car). The methods used to calculate transportation energy are described in detail in the Downtown Plan EIR, EE81.3, certified October 18, 1984, in Appendix N. The associated data is contained in Table 6 of that document. Calculations are also based, in part, on vehicle miles travelled (see calculations for the project on file at the Department of City Planning, Office of Environmental Review, 450 McAllister Street).

V. MITIGATION MEASURES

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. These measures have been included as part of the project or would be adopted by the project sponsor or project architects and contractors.

TRANSPORTATION

MEASURES WHICH COULD BE IMPLEMENTED BY PUBLIC AGENCY

- Each of the lanes of the split-level San Marcos Avenue, just east of the project site, should be designated "one-way" to prevent vehicle conflicts. Turn-arounds should be maintained to accommodate residents and visitors of houses along this portion of San Marcos Avenue.

- Contingent upon an analysis of sight distances and other safety factors, the Department of Public Works could install a stop sign for Funston Avenue traffic at the corner with Quintara Street.

GEOLOGIC CONSIDERATIONS

MEASURES PROPOSED AS PART OF THE PROJECT

- Construction of the new roadway, any retaining walls, and individual homes would meet all seismic safety requirements of the San Francisco Bureau of Building Inspection (Unified Building Code) and the Community Safety Element of the San Francisco Master Plan.

- The project sponsor would follow the recommendations of the geotechnical report to be submitted to the Bureau of Engineering and the Bureau of Building Inspection. These recommendations include the following:

- o All work would be carried out under the observation and testing of geotechnical engineering staff.

- o During grading for construction of the roadway and individual homes, slopes would be maintained at an inclination no steeper than 2:1 (horizontal to vertical) in sand and compacted fill, and 1.5:1 in bedrock.

- o Within the area to be graded, all grass, brush, root-filled topsoil and other deleterious debris would be disposed of off-site.

- o In the building area soils would be compacted, or replaced with compactible fill.

- o The exposed surface would be kept at near optimum moisture content.

- o Positive surface drainage to direct water away from slopes and structures would be part of the project; it would be done by providing lined drainage ditches directing surface runoff to nearby storm drainage systems.

- o The project sponsor would specify in the contract with the construction company, that the construction company undertake a regular maintenance program to clear any clogs in the drainage system such as catch basins and downspout piping.

MEASURES REQUIRED BY PUBLIC AGENCIES

- The Streets and Highway Division of the Bureau of Engineering would review the soils report, as well as the project civil engineer's plans for the proposed roadway. Prior to issuing any permits for the roadway, the Bureau of Engineering would make sure that the plans reflected the findings of the soils report and conformed with city standards for layout, number of lanes, load bearings, proper sub-base, curbs, drainage, and provision for services and utilities. The Bureau of Engineering would periodically inspect construction of the roadway. The project sponsor would follow all recommendations made by the Bureau of Engineering.

- The Bureau of Building Inspection would review the soils report. Prior to approving building permits, the Bureau would require that a geotechnical engineer review the structural engineer's design of individual building footings. The Bureau would inspect at "milestones" in building construction, such as: after grading; after reinforcing rods for foundations are in place but before concrete is poured, after structural framework is in place before closing all walls, and immediately after building is finished.

MEASURE WHICH COULD BE IMPLEMENTED BY PUBLIC AGENCIES

- Either the Bureau of Engineering or the Bureau of Building Inspection could require that the project sponsor or subsequent builders hire a "special inspector" to be on the construction site full-time to oversee sensitive tasks (such as foundation, retaining wall, or drainage system construction). The "special inspector" must be licensed, come from one of the Bureau of Building Inspection's approved special inspection agencies, and report directly to the city agency requiring his presence.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

This chapter identifies significant impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project or other mitigation measure, as described in Chapter V., Mitigation Measures, pp. 24-26. This chapter is subject to final determination by the City Planning Commission as part of its certification process for the EIR. Chapter VI. of the Final EIR will be revised, if necessary, to reflect the findings of the Commission.

No project-specific or cumulative significant impacts have been identified. Mitigation measures included as part of the project are described in Chapter V., Mitigation Measures, pp. 24-26.

VII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The project would accommodate demand for residential space in San Francisco. It would provide housing for 33 families.

VIII. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPELEMENTED

The project would commit the project site to residential uses probably for the lifetime of project (about 50 years). No significant irreversible environmental changes have been identified.

IX. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project, discusses environmental impacts associated with each alternative, and gives the sponsor's reasons for rejection in favor of the project. Regardless of the sponsor's reasons for rejection, the City Planning Commission could approve an alternative instead of the project if the Commission believed the alternative would be more appropriate for the site.

A. ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the project site. The zoning of the project site would remain at its present P (Public Use) classification. There would be no roadway built connecting Funston Avenue and San Marcos Avenue and there would be no subdivision with subsequent construction of 33 individual homes.

The environmental characteristics of this alternative would be generally as described in the Environmental Setting sections of this report (see Chapter III, Setting pp. 12 to 14, for a discussion of existing conditions). Transportation and geologic effects associated with the project, as described in the Environmental Impact Sections of this report (see Chapter IV, Impacts pp. 15 to 23), would not occur. This alternative would allow the site to remain vacant for other potential uses in the future.

This alternative was rejected by the sponsor because it would not provide a return on his investment and would not use the development potential of the site.

B. ALTERNATIVE B: REDUCED DENSITY; NO ROADWAY

Alternative B would be about two-thirds the size of the proposed project; it would include the zoning reclassification of the site from P to RH-1 (D) (House, One-Family Detached), rather than RH-1, and a subdivision for 22 individual lots instead of 33 lots. Alternative B

would not include construction of a new roadway to connect Funston and San Marcos Avenues; rather, a small cul-de-sac would be constructed at the dead ends of both Funston and San Marcos Avenues. Twelve lots would front the existing San Marcos Avenue; five of these lots would radiate out from the cul-de-sac. Ten lots would front the intersection of Rivera Street and Funston Avenue; four of these lots would front a new cul-de-sac at the corner of Funston Avenue and Rivera Street.

Under Alternative B, 22 single-family homes could be constructed on the site which could generate about 220 daily person-trip-ends (pte) and about 22 pte during the p.m. peak hour. As with the proposed project, these pte would increase both transit and Muni usage. This alternative would result in a maximum of 22 vehicle trip ends during the p.m. peak hour, if all of these pte were made in private automobiles. As with the project, these increases would not cause a noticeable impact relative to the existing low traffic volumes of the area. Alternative B could result in an additional 33 new vehicles to the project area. An additional parking demand for about six spaces would be created by visitors, for a total parking demand for about 39 spaces. Each of the houses would provide at least one off-street parking space, and the new cul-de-sacs would create new on-street parking for about nine additional vehicles, for a total of at least 31 parking spaces. The excess parking demand (for about eight spaces) would be slightly greater than that for the project (about six spaces). Similar to the project, however, parking demand is expected to be largely accommodated by the project. Since Alternative B would not include construction of a new roadway connecting Funston and San Marcos Avenues, construction-related traffic impacts would be limited to those associated with construction of the two cul-de-sacs, which would entail less roadway construction than the proposed project would require. However, there would be more construction traffic on San Marcos Avenue under this alternative than with the project as proposed, because the project as proposed would have all construction traffic entering on and exiting the site from Funston Avenue.

As with the proposed project, subdivision of the site under Alternative B would involve mitigation of potential geologic impacts. Development of the individual lots would require much of the same construction techniques (i.e., retaining walls and drilled pier foundations) as for the proposed project. However, there would be less construction and site disturbance than with the project.

The project sponsor has rejected this alternative because he feels it would be an underuse of the site.

C. ALTERNATIVE C: MAXIMUM ALLOWABLE DENSITY UNDER RH-1 ZONING

While the proposed project calls for a zoning reclassification from P (Public Use) to RH-1 (House, One-Family) and subdivision of the site into 33 lots, rezoning the site to RH-1 would allow for a maximum density of approximately 46 dwelling units, given a 2.65-acre parcel and the minimum 2,500-square foot lot size required under RH-1 zoning restrictions in the City Planning Code. However, due to the site's terrain, the necessity of construction of a roadway through the site and other improvements, the maximum number of dwelling units would be approximately 40. Thus, Alternative C considers an ultimate development of 40 individual lots, the maximum density feasible on the site under the RH-1 zoning.

Geologic considerations for Alternative C would be the same as for the proposed project. However, more excavation, cut and fill, retaining walls and site disturbance would be necessary than for the project. A new roadway would have to be constructed to accommodate 40 units on the project site. Under Alternative C, up to 40 single-family homes could be developed on the site which could generate about 400 daily person-trip-ends (pte) and about 40 pte during the p.m. peak-hour. Alternative C could result in an additional 60 new vehicles in the project area. This would constitute an average of less than one vehicle per minute on area streets and would not generally be noticeable. In addition to the parking demand created by the project's 60 new vehicles, visitors to the project would need about ten spaces, for a total parking demand of approximately 70 spaces. Each of the houses would provide at least one off-street parking space, and the project roadway would create new on-street parking for about 20 vehicles, for a total parking supply of about 60 spaces. The excess parking demand of about ten spaces would be slightly grater than that for Alternative B (eight spaces) and for the project (six spaces). Impacts on parking and transit in the area would be similar to the project and would not be substantial.

The sponsor has rejected this alternative because, in the sponsor's opinion, the site configuration suits a 33-lot subdivision rather than a subdivision of 40 lots.

X. DISTRIBUTION LIST

FEDERAL AND STATE AGENCIES

State Office of Intergovernmental Management (1)
State Clearinghouse
1400 - Tenth Street
Sacramento, CA 95814

Northwest Information Center
California Archaeological Inventory
Department of Anthropology
Sonoma State University
Rohnert Park, CA 94928
Attn: Christian Gerike

California Department of Transportation
Transportation Planning
P.O. Box 7310
San Francisco, CA 94120
Attn: Wallace Rothbart

California Department of Transportation
Public Transportation Branch
P.O. Box 7310
San Francisco, CA 94120
Attn: William Chastain

REGIONAL AGENCIES

Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604

CITY AND COUNTY OF SAN FRANCISCO

Bureau of Building Inspection
450 McAllister Street
San Francisco, CA 94102
Attn: Larry Litchfield, Acting Superintendent

Landmarks Preservation Advisory Board
450 McAllister Street
San Francisco, CA 94102
Attn: Jonathan Malone, Secretary

Mayor's Economic Development Council
100 Larkin Street
San Francisco, CA 94102
Attn: Bill Witte, Director

Mayor's Office of Community Development
100 Larkin Street
San Francisco, CA 94102
Attn: Moira So

Public Utilities Commission
Bureau of Energy Conservation
110 McAllister Street, Room 402
San Francisco, CA 94102
Attn: John Deakin, Director

Recreation & Park Department
McLaren Lodge
Golden Gate Park
Fell and Stanyan Streets
San Francisco, CA 94117
Attn: Deborah Learner

Police Department
Planning Division
Hall Of Justice
850 Bryant Street
San Francisco, CA 94103
Attn: Lt. Thomas W. Suttmeier

San Francisco City Planning Commission
450 McAllister Street
San Francisco, CA 94102
Attn: Lori Yamauchi
Toby Rosenblatt, President
Yoshio Nakashima
Susan Bierman
Norman Karasick, Alt.
Bernice Hemphill
Richard Allen
Douglas G. Wright, Alt.
Donald Birrer
Rudy Nothenberg

San Francisco Department of Public Works
Bureau of Engineering
Division of Streets & Highways
45 Hyde Street, Room 208
San Francisco, CA 94102
Attn: Tim A. Molinare

San Francisco Department of Public Works
Mechanical Engineering Section
45 Hyde Street, Room 222
San Francisco, CA 94102
Attn: Vijay K. Gupta

San Francisco Department of Public Works
Traffic Engineering Division
460 McAllister Street
San Francisco, CA 94102
Attn: Gordon Chester

San Francisco Fire Department
260 Golden Gate Avenue
San Francisco, CA 94102
Attn: Ed Phipps, Chief
Division of Planning & Research

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attn: Peter Straus

San Francisco Real Estate Department
25 Van Ness Avenue, 4th Floor
San Francisco, CA 94102
Attn: Tony Delucchi,
Acting Director of Property

Water Department
Distribution Division
425 Mason Street
San Francisco, CA 94102
Attn: Hans Bruno, Assistant Manager

GROUPS AND INDIVIDUALS

AIA
San Francisco Chapter
790 Market Street
San Francisco, CA 94102

Barker Interests, Ltd.
150 Post Street, #400
San Francisco, CA 94108
Attn: Tina Hogan

John Bardis
Sunset Action Committee
1501 Lincoln Way, #503
San Francisco, CA 94122

Alice Suet Yee Barkley
870 Market Street, Suite 913
San Francisco, CA 94102

Bay Area Council
847 Sansome Street
San Francisco, CA 94111

Albert Beck
c/o Geography Department
California State University, Chico
Chico, CA 95929

Bendix Environmental Research, Inc.
1390 Market Street, Suite 902
San Francisco, CA 94102

Blayney-Dyett
70 Zoe Street
San Francisco, CA 94103
Attn: Michael W. Dyett

Bruce Breitman
The Breitman Company
120 Howard Street, Suite 440
San Francisco, CA 94105

Georgia Brittan
870 Market Street, Room 1119
San Francisco, CA 94102

Brobeck, Phleger, Harrison
One Market Plaza
San Francisco, CA 94105
Attn: Susan R. Diamond

Michael Buck
1333 - 35th Avenue
San Francisco, CA 94122

John Buckley
45 Alton Avenue
San Francisco, CA 94116

Cahill Construction Company
425 California St., Suite 2300
San Francisco, CA 94103
Attn: Rod Teter

Dale Carlson
369 Pine St., #800
San Francisco, CA 94104

Charter Commercial Brokerage Company
Market Research Department
101 California Street, Suite 900
San Francisco, CA 94111

Chevron Land & Development Co.
P.O. Box 7147
San Francisco, CA 94120-7147
Attn: Gary E. Green, Project Manager

Chickering & Gregory
3 Embarcadero Center
23rd Floor
San Francisco, CA 94111
Attn: Kent Soule

Chinatown Resource Center
1525 Grant Ave.
San Francisco, CA 94133
Attn: David Prowler

Coalition for San Francisco
Neighborhoods
Mrs. Dorice Murphy
175 Yukon Street
San Francisco, CA 94114

Commercial News Publishing Co.
125 Twelfth Street
San Francisco, CA 94103
Attn: Annette M. Granucci

Joseph Cortiz
2853 22nd Street
San Francisco, CA 94110

Dan Cressman
c/o Leland & Whitney
332 Pine St., Suite 200
San Francisco, CA 94101

Cushman & Wakefield of California, Inc.
Bank of America Center
555 California Street, Suite 2700
San Francisco, CA 94104
Attn: Kent Swig
James A. Hogland

Alex Diamondidis
#58 Varennes
San Francisco, CA 94133

James S. Dielschneider
c/o PMA
455 Beach St.
San Francisco, CA 94133

Downtown Association
582 Market Street
San Francisco, CA 94105
Attn: Mr. Lee Dolson

Embarcadero Center, Ltd.
Four Embarcadero, Suite 2600
San Francisco, CA 94103
Attn: Mark R. Solit

Environmental Impact Planning
319 Eleventh Street
San Francisco, CA 94103
Attn: Cathleen Galloway Brown

Environmental Planning & Research, Inc.
649 Front Street
San Francisco, CA 94111
Attn: Leslie de Boer

Farella, Braun & Martel
235 Montgomery Street
San Francisco, CA 94104
Attn: Sandra Lambert

Doug Stevens, State Coordinator
Food and Fuel Retailers for
Economic Equality
770 L Street, Suite 960
Sacramento, CA 95814

The Foundation for San Francisco's
Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109
Attn: Mark Ryser,
Deputy Director

Founders Title Company
265 Montgomery Street
San Francisco, CA 94104
Attn: Carole Lester

Frank Fudem
c/o Charter Commercial
Brokerage Company
101 California St. Suite 900
San Francisco, CA 94111

Gaston Snow & Ely Bartlett
101 California Street, 40th Floor
San Francisco, CA 94111
Attn: Suzanne Forman

Gaston Snow & Ely Bartlett
101 California Street, 44th Floor
San Francisco, CA 94111
Attn: Peter Healy

Gensler & Associates
550 Kearny Street
San Francisco, CA 94103
Attn: Jane Winslow

Goldfarb & Litman
491 - 9th Street
Oakland, CA 94607
Attn: Paula Crow

Steven and Susan Goldfien
60 Marcela Avenue
San Francisco, CA 94116

Mark and Paula Groshong
32 Sotelo Avenue
San Francisco, CA 94116

Gruen, Gruen & Associates
564 Howard Street
San Francisco, CA 94105

Jean G. Hadley
212 Castenada Avenue
San Francisco, CA 94116

Valerie Hersey
Munsell Brown
950 Battery
San Francisco, CA 94111

Jane Herzog
570 Magellan Avenue
San Francisco, CA 94116

Sue Hestor, Attorney at Law
870 Market Street, Room 1121
San Francisco, CA 94102

Kaplan/McLaughlin/Diaz
222 Vallejo Street
San Francisco, CA 94111
Attn: Jan Vargo

Knox & Cincotta
944 Market Street, 8th Floor
San Francisco, CA 94102
Attn: Daj Oberg

Lee & Fan
Architecture & Planning, Inc.
580 Market St., Suite 300
San Francisco, CA 94104
Attn: Robert Fan, Jr.

Larry Mansbach
120 Montgomery Street, Suite 1776
San Francisco, CA 94104

Marathon U.S. Realties, Inc.
595 Market Street, Suite 1330
San Francisco, CA 94105
Attn: Rolf Wheeler

Cliff Miller & Associates
970 Chestnut St., #3
San Francisco,CA 94109

Louise Nichols
Nichols-Berman
142 Minna Street
San Francisco, CA 94105

Page Anderson & Turnbull
364 Bush Street
San Francisco, CA 94104

Perini Corporation
75 Broadway
San Francisco, CA
Attn: Christopher Scales

Petit & Martin
101 California Street, 35th Floor
San Francisco, CA 94114
Attn: John M. Sanger

Pillsbury, Madison & Sutro
P.O. Box 7880
San Francisco, CA 94120
Attn: Susan Pearlstine

Planning Analysis & Development
530 Chestnut
San Francisco, CA 94133
Attn: Gloria Root

Mrs. G. Bland Platt
310 Walnut Street
San Francisco, CA 94118

RB International Services
9 Boston Ship Plaza
San Francisco, Ca 94111
Attn: Rita Dorst

Ramsay/Bass Interest
3756 Grant Avenue, Suite 301
Oakland, CA 94610
Attn: Peter Bass

Research & Decisions Corporation
375 Sutter Street, Suite 300
San Francisco, CA 94108
Attn: Deborah McNamee

Bob Rhine
Capital Planning Department
UCSF
145 Irving Street
San Francisco, CA 94122

David Rhoades & Associates
400 Montgomery St., Suite 604
San Francisco, CA 94104

Rothschild Cappiello
244 California Street, Suite 500
San Francisco, CA 94111
Attn: Bruce Raful

Royal Lepage Commercial
Real Estate Services
353 Sacramento Street, Suite 560
San Francisco, CA 94111
Attn: Richard Livermore

The Rubicon Group
351 California Street, Suite 500
San Francisco, CA 94104
Attn: Kenneth Sproul

San Francisco Building and
Construction Trades Council
400 Alabama Street, Room 100
San Francisco, CA 94110
Attn: Stanley Smith

San Francisco Chamber of Commerce
465 California Street
San Francisco, CA 94104
Attn: Richard Morten

San Francisco Christian School
699 Serramonte Blvd.
Daly City, CA 94015
Attn: John Innes

San Francisco Ecology Center
13 Columbus Avenue
San Francisco, CA 94111

San Francisco Labor Council
510 Harrison Street
San Francisco, CA 94105-3104
Attn: Walter Johnson

San Francisco Muni Coalition
600 Montgomery Street, 13th Floor
San Francisco, CA 94111
Attn: Bruce Marshall

San Francisco Planning &
Urban Research Association
312 Sutter Street
San Francisco, CA 94108

San Francisco Tomorrow
942 Market, Room 505
San Francisco, CA 94102
Attn: Tony Kilroy

Sedway Cooke Associates
350 Pacific Avenue, 3rd Floor
San Francisco, CA 94111

Richard Seeley & Co.
1814 Franklin Street, #503
Oakland, CA 94612

Shartsis, Freise & Ginsburg
255 California Street, 9th Floor
San Francisco, CA 94111
Attn: Dave Kremer

Sierra Club
730 Polk Street
San Francisco, CA 94109
Attn: Becky Evans

Skidmore Owings & Merrill
333 Bush Street
San Francisco, CA 94111
Attn: Jerry Goldberg

Solem & Associates
545 Mission Street
San Francisco, CA 94105
Attn: Olive Lewis

Herbert Spivack
2105 9th Avenue
San Francisco, CA 94116

Square One Film & Video
725 Filbert Street
San Francisco, CA 94133

Steefel, Levitt & Weiss
199 First Street
San Francisco, CA 94105
Attn: Robert S. Tandler

Timothy E. Treacy
20 Linares Avenue
San Francisco, CA 94116

John Twichell Associates
P.O. Box 2115
San Francisco, CA 94126

Steven Weicker
899 Pine Street, #1610
San Francisco, CA 94108

Calvin Welch
Council of Community Housing Organizations
409 Clayton Street
San Francisco, CA 94117

Wells Fargo Bank
475 Langton Street
San Francisco, CA 94111
Attn: Robert Snook

Wells Fargo Bank, N.A.
Real Estate Industries Group
475 Sansome Street, 19th Floor
San Francisco, CA 94111
Attn: Jerry Tone, Loan Officer

Whisler-Patri
P. O. Box 7054
San Francisco, CA 94120-7054
Attn: Marie Zeller

Eunice Willette
1323 Gilman Avenue
San Francisco, CA 94124

Bethea Wilson & Associates
Art in Architecture
2028 Scott, Suite 204
San Francisco, CA 94115

Ms. Coates, President
Golden Gate Heights Association
P. O. Box 27608
San Francisco, CA 94127

Marsha Helm, President
Greater West Portal Neighborhood Association
337 Vicente Street
San Francisco, CA 94127

Mr. Reinhardt, Executive Director
Forest Hill Association
381 Magellan Avenue
San Francisco, CA 94116

Mr. G. J. Morrie
Sunset Heights Association of Responsible People
705 Noriega Street
San Francisco, CA 94122

Harold Dittmer, President
Forest Hill Association
19 Mandosa Avenue
San Francisco, CA 94116

Ed Sue, AIA
812 5th Avenue
Oakland, CA 94606

Hugh Pennebaker
2191 12th Avenue
Oakland, CA 94606

Bruce Krell
187 San Marcos Avenue
San Francisco, CA 94116

Stephen Dobbs
2219 12th Avenue
San Francisco, CA 94116

Gordon Lau
Lau & Jay
555 Montogomery Street
San Francisco, CA 94111

Jun Lee
Structural Research, Inc.
P. O. Box 5576
Madison, WI 53705

Patricia Olcomendy
Forest Hill Association
340 Magellan
San Francisco, CA 94116

Maureen Detiti, Principal
Herbert Hoover Middle School
2290 14th Avenue
San Francisco, CA 94116

Carol Heald, President
Herbert Hoover PTA
2290 14th Avenue
San Francisco, CA 94116

Edwin Markarian
2207 12th Avenue
San Francisco, CA 94116

Brigid Oversmith
2211 12th Avenue
San Francisco, CA 94116

Larry Jacobson
San Francisco Unified School District
135 Van Ness Avenue
San Francisco, CA 94102

ADJACENT PROPERTY OWNERS

2336/26a
Jimmy T. Ho
1838 26th Avenue
San Francisco, CA 94122

2336/22a
Mrs. E. Miller
2246 14th Avenue
San Francisco, CA 94116

2337/16
Spencer Kern
2201 12th Avenue
San Francisco, CA 94116

2205/16
Corona and Betty Brooks
2195 12th Avenue
San Francisco, CA 94116

2204/51
Ho Man Chin
Ah Keun Yip
2191 Funston Avenue
San Francisco, CA 94116

2337/6,7
Yen Lok Corp. 80
430 San Marcos Avenue
San Francisco, CA 94116

MEDIA

Associated Press
1390 Market Street, Suite 318
San Francisco, CA 94102
Attn: Bill Shiffman

San Francisco Bay Guardian
2700 Nineteenth Street
San Francisco, CA 94110
Attn: Patrick Douglas, City Editor

San Francisco Business Journal
635 Sacramento Street, Suite 310
San Francisco, CA 94111
Attn: Kirstin E. Downey

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attn: Evelyn Hsu

San Francisco Examiner
P.O. Box 7260
San Francisco, CA 94120
Attn: Gerald Adams

San Francisco Progress
851 Howard Street
San Francisco, CA 94103
Attn: E. Cahill Maloney

The Sun Reporter
1366 Turk Street
San Francisco, CA 94115

Tenderloin Times
146 Leavenworth Street
San Francisco, CA 94102
Attn: Rob Waters

LIBRARIES

Document Library
City Library - Civic Center
San Francisco, CA 94102
Attn: Faith Van Liere

Environmental Protection Agency Library
215 Fremont Street
San Francisco, Ca 94105
Attn: Jean Circiello

Stanford University Libraries
Jonsson Library of Government Documents
State and Local Documents Division
Stanford, CA 94305

Government Publications Department
San Francisco State University
1630 Holloway Avenue
San Francisco, CA 94132

Hastings College of the Law - Library
200 McAllister Street
San Francisco, CA 94102-4978

Institute of Government Studies
1209 Moses Hall
University of California
Berkeley, CA 94720

XI. APPENDICES

Page

Appendix A: Initial Study A-1

File No.: 86.149E
Address: 2200 Block
Funston Avenue

SAN FRANCISCO

CITY PLANNING COMMISSION

MOTION NO. 10966

ADOPTING FINDINGS RELATED TO THE APPEAL OF THE NEGATIVE DECLARATION, FILE NUMBER 86.149E FOR THE PROPOSED ZONING RECLASSIFICATION ("PROJECT") OF THE SITE ON THE 2200 BLOCK OF FUNSTON AVENUE ABOVE THE HERBERT HOOVER SCHOOL

MOVED, That the San Francisco City Planning Commission ("Commission") hereby SUSTAINS the appeal of the Department of City Planning's decision to issue a Negative Declaration, based on the following findings:

1. On March 18, 1986, pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, the Department of City Planning ("Department") received an Environmental Evaluation Application form for the Project, in order that it might conduct an initial evaluation to determine whether the Project might have a significant impact on the environment.

2. On January 9, 1987, the Department determined that the Project, as proposed, could not have a significant effect on the environment.

3. On January 9, 1987, a Notice of Determination that a Preliminary Negative Declaration would be issued for the Project was duly published in a newspaper of general circulation in the City, and the Preliminary Negative Declaration posted in the Department offices, and mailed to the project sponsor, all in accordance with law.

4. On January 20, 1987, an appeal of the decision to issue a Negative Declaration was timely filed by Ms. Jean Hadley, representing the Forest Hill Association.

5. On March 19, 1987, the Commission held a duly noticed and advertised public hearing on the appeal of the Negative Declaration, at which testimony on the merits of the appeal, both in favor of and in opposition to, was received.

6. A staff memorandum, dated February 26, 1987, has been prepared which addresses and responds to several points raised by appellants in the appeal letters. That memorandum and staff's findings as to those points are incorporated by reference herein. Copies of that memorandum have been delivered to the City Planning Commission, and a copy of that memorandum is on file and available for public review at the Department of City Planning, 450 McAllister Street. The memorandum provides information in response to points raised in the appeal. The memorandum, along with other data in the Initial Study and in the file, provides the basis for focusing further environmental analysis on the two issues described below.

7. After consideration of all of the points raised by appellant, both in writing and at the March 19, 1987 hearing, the Commission believes the proposed project could have significant geological and traffic effects on the environment.

8. In reviewing the Negative Declaration issued for the Project, the Commission has had available for its review and consideration all studies, letters, plans and reports pertaining to the project in the Department's case file.

The City Planning Commission HEREBY DOES FIND that the proposed Project could have a significant effect on the environment, and HEREBY DOES SUSTAIN the appeal of the Department of City Planning's decision to issue a Negative Declaration and hereby finds that an Environmental Impact Report focusing on geology and traffic impacts is required.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission at its Regular Meeting of March 26, 1987.

Lori Yamauchi
Secretary

AYES: Commissioners Rierman, Hemphill, Karasick, Nakashima, Rosenblatt and Wright

NOES: None

ABSENT: Commissioner Allen

ADOPTED: March 26, 1987

IMC:emb:17

NEGATIVE DECLARATION

Date of Publication of
Preliminary Negative Declaration: January 9, 1987

Lead Agency: City and County of San Francisco, Department of City Planning,
450 McAllister St., 5th Floor, San Francisco, CA 94102

Agency Contact Person: Ivan M. Christie Tel: (415) 558-5261

Project Title: 86.149E Zoning Reclassification and Residential Subdivision
Project Sponsor: Hong Kong Metro Realty Co.
Project Contact Person: Dr. Jun Lee

Project Address: Vacant Parcel on 2200 Block of Funston Avenue (no address)

Assessor's Block(s) and Lot(s): Lot 27 of Assessor's Block 2336

City and County: San Francisco

Project Description: Zoning reclassification from P (Public Use) to RH-1 (House, One Family), subdivision of parcel into 33 residential lots, and construction of 33 single-family residences.

Building Permit Application Number, If applicable: None

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare an EIR), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached:

The proposed project is the zoning reclassification of Lot 27 in Assessor's Block 2336 from a P (Public Use) district to an RH-1 (House, One-Family) district, and the subdivision of said parcel into 33 lots. The proposal would include the construction of a roadway on the parcel to connect Funston Avenue (existing) with San Marcos Avenue (existing), allowing for access to the 33 lots should the zoning reclassification be approved. Thirty-three single-family homes would be constructed on the new lots. According to the project sponsor, each of the lots would be sold and developed separately by purchasers. Some would build upon purchase while others may wait. The rezoning would require approval from the City Planning Commission and the Board of Supervisors, and the subdivision would require approval from the Department of Public Works.

The site, which was acquired by the project sponsor from the San Francisco Unified School District in 1982, is currently vacant. The 2.65 acre parcel is irregular in shape, and occupies the southern face of a steep hill. The northwest corner of the parcel borders the dead-ended sections of Funston Avenue and Rivera Street. To the south, the parcel borders the playgrounds of the Herbert Hoover Junior High School. The southeast corner of the property extends to the dead-ended section of San Marcos Avenue. Chain-link fencing currently crosses the site. Two concrete retaining walls ranging in height from 5 feet to 25 feet run in an east-west direction through the southern portion of the parcel. Panoramic views from the site include the southeast portion of the City, Pacific Ocean, and areas in the Marin Headlands.

over

Mitigation measures, if any, included in this project to avoid potentially significant effects: None

Final Negative Declaration adopted and issued on _____

Distribution:

Robert Passmore
Distribution List
Bulletin Board
MDF
Paul Rosetter

_____
Barbara W. Sahm
Environmental Review Officer

With the exception of the Herbert Hoover Junior High School immediately south of the site, the surrounding area is primarily residential in nature, and contains a mixture of one and two-story single-family dwellings over garages within an RH-1 district. Lots beyond the site to the east along San Marcos Avenue are situated within an RH-1-D (House One-Family Detached) district. Sunset Heights Park lies approximately one-half mile to the north of the site, just beyond Quintara Street. Other proposed development in the project vicinity includes a vacant parcel which has been subdivided into ten lots for single family homes. This site lies north of the project at the corner of 14th Avenue and Quintara Street (Department File No. 85.136ESZ). Any cumulative impacts associated with development of the two projects would not be substantial. To the extent that the project's impacts would coincide with other proposals, those impacts are addressed below.

Several objectives and policies of the San Francisco Master Plan are relevant to the project. In the Residence Element of the Master Plan: Objective 1 Policy 1 states, "encourage development of housing on surplus, underutilized or vacant public lands"; Objective 1, Policy 4, states, "encourage infill housing on appropriate sites in established neighborhoods"; Objective 2, Policy 1 states, "set allowable densities in established residential areas at levels which will maintain neighborhood scale and character"; Objective 6, Policy 1 states, "assure housing is provided with adequate public improvements, services and amenities". Policy 2 in the Citywide System section of the Recreation and Open Space Element of the San Francisco Master Plan states, "acquire additional citywide open space for public use".

The proposed subdivision included in the project would result in 33 lots of varying areas, with frontages ranging from 25 feet to 64 feet. Four lots would front the south side of Rivera Street on the westernmost portion of the site, with the remaining lots fronting the proposed street extension. Each lot would be required to meet Planning Code requirements for front and rear setbacks in addition to a minimum lot size of 2,500 square feet. The area presently has a height limit of 40 feet. However, should the proposed RH-1 zoning reclassification be approved, the height limit would be lowered to 35 ft.

The project site is served by local streets which are mostly two lanes with parking on both sides. Due to the topography of the area, some local streets are not typical city streets (e.g. San Marcos Avenue is split-level with a garden median and narrow lanes). As a result traffic in the area moves slower than on typical city streets. The Muni #6, #66 and #66L lines all travel within a few blocks of the site and provide service to downtown San Francisco from the project area. The #48 line, which also travels within a few blocks of the site, provides crosstown service.

The project would generate about 330 daily person-trip-ends (pte) and about 33 pte during the p.m. peak hour. Person-trip-ends are the total number of one-way trips made to or from the site by any form of mode (i.e., when a person walks to the local corner market and back it would be considered two person-trip-ends). These would result in an increase in both traffic and Muni usage. The project could result in an increase of a maximum of 33 vehicles during the p.m. peak hour; the increase in traffic would not cause a significant impact relative to the existing low volumes in the area and the capacity of the surrounding street system (even with the the slower traffic movements in the area). The increase in transit ridership on the Muni would not be noticeable. Parking impacts would also be insignificant as each home would provide at least one off-street parking space and the new road leading through the development would create new on-street parking for about 20 additional vehicles. The project would result in an alteration to the circulation pattern as it would connect Funston Avenue with San Marcos Avenue; however, because of the steep hill it is unlikely that people who are currently making trips in the area would use the new Funston - San Marcos connection as a short-cut. It is probable that there would be increases in traffic on San Marcos and Funston Avenues as a result of project residents and visitors.

Topography of the site is severe, with elevations ranging from 525 feet in the southwest corner of the parcel to approximately 690 feet in the northeast corner. Slopes on the site range from 25% to almost 40%. The site is covered with an overlying layer of dune sand. Grading would be necessary for construction of the proposed roadway and a retaining wall would be placed along the northern side of the San Marcos Avenue extension.

A preliminary geotechnical investigation was conducted for the proposed project./1/ The preliminary investigation indicated that the site consists of mostly dry, loose dune sands that maintain their slope by existing plant cover. As a result development of the site could be difficult. The project site is in an area which has been designated as a Special Geologic Study Area in the Community Safety Element of the San Francisco Comprehensive Plan because of the possibility of landslide activity. Steeper sections of the site reveal evidence of past erosion. Because of the topography and soil conditions at the site, the Bureau of Building Inspection would require the preparation of a detailed soils analysis./2/ The full geotechnical investigation would be conducted prior to issuance of any permits for development of the project. The project would also incorporate design features recommended in this report. Objective 1, Policy 6 of the Residence Element of the San Francisco Master Plan calls for discouraging development in areas unsuitable for residential occupancy for reasons including severe geologic hazards unless the hazard can be compensated for through building design and construction. Review of the detailed soils report and all building permit applications for the site, and subsequent monitoring of costruction activity on-site by the Bureau of Building Inspection, would ensure that the project is constructed safely.

The project would increase the amount of impervious surface on the site. This would result in increased runoff from the site during rainstorms. Grading and construction could result in increased erosion, especially if conducted during the November-April rainy season. The Building Code requires that, as soon as practical after grading and prior to release of final permits, ground cover be provided to retard erosion. Once completed, the project would probably result in a decrease in the silt content of the runoff from the site, and an increase in the amount of oil, grease, and other substances from cars parked on the site. Storm water management plans for the proposed roadway would be subject to review by the Department of Public Works prior to issuance of a required street improvement permit.

Excavation and grading activity would temporarily raise dust levels in the area, but not to a level that would have significant impacts on air quality. The project sponsor would require the construction contractor to sprinkle the site with water at least twice a day to reduce dust emissions.

During construction, noise from grading and excavation on the southern portion of the project site could interfere with activity at the Herbert Hoover Junior High School. The construction contractor would consult with the Department of Public Works and the administration at the school to determine what times would be appropriate for grading and excavating to minimize interference with school activities. Traffic noise from the project would not significantly raise noise levels. Other noise associated with project operation would be consistent with noise of the surrounding residential area.

Due to the steep topography of the site and surrounding area, dwellings which would eventually occupy the proposed lots would not interfere with panoramic views available from most area residences. The project could block southern views from the side windows of one residence on the extreme southwestern end of the 2100 block of Funston Avenue. This residence has windows along the south facing side of the building, while other residences along Funston Avenue do not. Potential view blockage would depend on the configuration of structures if and when they would be approved. Public views from existing streets and sidewalks would not be blocked by the project.

No rare or endangered species of animal or plant are known to inhabit the site. Policy 2 of the Flora and Fauna Section of the Environmental Protection Element of the San Francisco Master Plan calls for the protection of habitats of known plant and animal species that require a relatively natural environment. Existing vegetation is typical to the area and includes: iceplant, annual grasses, buckwheat, and poison oak. The site is essentially open and void of trees. Existing vegetation would be removed along the right-of-way for the proposed road, and from the individual lots for subsequent home construction. The site is most likely inhabited by small rodents such as field mice and gophers which would be temporarily displaced to surrounding back yards during construction activity. As there are no trees at the site there are probably only a few birds which may occupy the site. The project would result in a minimal reduction in plant and animal habitat, relative to the existing supply in this part of the city. No archaeological resources are known to exist on or near the site.

The proposed project would increase demand for and use of public services and utilities on the site, but not in excess of amounts expected and provided for in this area. Service providers including those of police and fire protection, gas, electric and telephone service, and water and sewer service have been contacted and have indicated that they would be able to serve the project. Utility connections would need to be installed during the construction of the roadway extension.

This environmental analysis for the proposed project is limited to the possible impacts associated with rezoning the site to RH-1, which could result in the construction of 33 single-family units. Further examination of possible impacts associated with any specific building proposal on the site would be addressed in subsequent environmental review upon receipt of an application.

Although the project calls for subdividing the site into 33 lots, the proposed zoning reclassification could result in a maximum of approximately 46 dwelling units, given a 2.65 acre parcel and the minimum 2,500 square foot lot size required under the RH-1 zoning restrictions in the Planning Code. However, due to the site's steep terrain and the necessity of constructing a roadway and other improvements through the site, the maximum number of dwelling units would be approximately 40 units. Even under the 46-unit scenario, though, the increase in the number of vehicles during the p.m. peak hour from the present conditions would result in a maximum of 46 vehicles. This would constitute an average of less than one vehicle per minute on area streets and would not substantially alter the existing low volumes on those streets. Impacts on parking and transit in the area would also not be substantial.

Responses to neighborhood notification of environmental review have centered on concerns regarding preservation of open space, geology impacts, traffic flow and parking demand, and destruction of the plant and animal habitat. Those concerns have been addressed above.

While neighborhood concerns or other planning considerations may be grounds for modification or denial of the proposal, the project could not have a significant effect on the environment.

NOTE

/1/ Trans Pacific Geotechnical Consultants, Inc., Progress Report, Geotechnical Investigation, Proposed Housing Development, San Francisco, California, for Hong Kong Metro Realty Company, Inc., July 7, 1986.

/2/ Hok Lee, San Francisco Department of Public Works, Bureau of Building Inspection, telephone conversation, August 15 and September 2, 1986.

ENVIRONMENTAL EVALUATION CHECKLIST
(Initial Study)

File No: 86.149E Title: Zoning Reclassification & Residential Subdivision

Street Address: Vacant parcel on 2200 Block of Funston Avenue Assessor's Block/Lot: 2336/27

Initial Study Prepared by: Ivan Christie

	Not Applicable	Discussed
A. COMPATIBILITY WITH EXISTING ZONING AND PLANS		
1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	___	X
*2) Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.	___	X
*3) Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	X	___

	YES	NO	DISCUSSED
I. ENVIRONMENTAL EFFECTS - Could the project:			
1) Land Use			
*(a) Disrupt or divide the physical arrangement of an established community?	___	X	X
(b) Have any substantial impact upon the existing character of the vicinity?	___	X	___
2) Visual Quality			
*(a) Have a substantial, demonstrable negative aesthetic effect?	___	X	___
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	___	X	X
(c) Generate obstrusive light or glare substantially impacting other properties?	___	X	___
3) Population			
*(a) Induce substantial growth or concentration of population?	___	X	X
*(b) Displace a large number of people (involving either housing or employment)?	___	X	___
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	X	___
4) Transportation/Circulation			
*(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	___	X	X
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	___	X	X
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	___	X	X
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	___	X	X
5) Noise			
*(a) Increase substantially the ambient noise levels for adjoining areas?	___	X	X
(b) Violate Title 25 Noise Insulation Standards, if applicable?	___	X	___
(c) Be substantially impacted by existing noise levels?	___	X	___

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

	YES	NO	DISCUSSED
6) Air Quality/Climate			
*(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	X	X
*(b) Expose sensitive receptors to substantial pollutant concentrations?	—	X	—
(c) Permeate its vicinity with objectionable odors?	—	X	—
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	—	X	—
7) Utilities/Public Services			
*(a) Breach published national, state or local standards relating to solid waste or litter control?	—	X	—
*(b) Extend a sewer trunk line with capacity to serve new development?	—	X	—
(c) Substantially increase demand for schools, recreation or other public facilities?	—	X	—
(d) Require major expansion of power, water, or communications facilities?	—	X	X
8) Biology			
*(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	X	X
*(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	X	—
(c) Require removal of substantial numbers of mature, scenic trees?	—	X	—
9) Geology/Topography			
*(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).	—	X	X
(b) Change substantially the topography or any unique geologic or physical features of the site?	—	X	—
10) Water			
*(a) Substantially degrade water quality, or contaminate a public water supply?	—	X	—
*(b) Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	—	X	—
*(c) Cause substantial flooding, erosion or siltation?	—	X	X
11) Energy/Natural Resources			
*(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	X	X
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	X	—
12) Hazards			
*(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	—	X	—
*(b) Interfere with emergency response plans or emergency evacuation plans?	—	X	—
(c) Create a potentially substantial fire hazard?	—	X	—
13) Cultural			
*(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	—	X	X
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	—	X	—
(c) "Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?"	—	X	—

C. OTHER	YES	NO	DISCUSSED
Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies?	X		X

D. MITIGATION MEASURES	YES	NO	N/A	DISCUSS
1) If any significant effects have been identified, are there ways to mitigate them?			X	
2) Are all mitigation measures identified above included in the project?			X	

E. MANDATORY FINDINGS OF SIGNIFICANCE	YES	NO	DISCUSSE
*1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?		X	
*2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	
*3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)		X	
*4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X	
*5) Is there a serious public controversy concerning the possible environmental effect of the project?		X	

F. ON THE BASIS OF THIS INITIAL STUDY

X I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there there WILL NOT be a significant effect in this case because the mitigation measures, numbers _____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

___ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Jim McCormack
for BARBARA W. SAHM
Environmental Review Officer
for

DEAN L. MACRIS
Director of Planning

DATE: 1/8/87

BWS:eh

ED3.11/1 6/85

4028B

XII. EIR AUTHORS AND CONSULTANTS: ORGANIZATIONS AND PERSONS CONSULTED

EIR AUTHORS

San Francisco Dept. of City Planning
450 McAllister Street
San Francisco, CA 94102
Enviromental Review Officer: Barbara Sahm
EIR Supervisor: Sally Maxwell
EIR Coordinator: Ivan Christie

EIR CONSULTANTS

Environmental Science Associates, Inc.
760 Harrison Street
San Francisco, CA 94107
Project Manager: Wendy Lockwood

PROJECT SPONSOR

Hong Kong Metro Realty Company
P. O. Box 5578
Madison, WI 553705
Dr. Jun Lee

PROJECT ATTORNEY

Lau & Jay
555 Montgomery St., Suite 1010
San Francisco, CA 94111
Gordon Lau

PROJECT ARCHITECT

Ed Sue & Associates
812 5th Avenue
Oakland, CA 94606
Ed Sue

GEOTECHNICAL CONSULTANTS

Transpacific Geotechnical Engineers
639 Clay Street
San Francisco, CA 94111

PROJECT ENGINEERS

GL&A Civil Engineers
414 Mason Street, Suite 404
San Francisco, CA 94102-1716